



Transportation Advisory Board

NOTICE OF MEETING

Regular Meeting Agenda
Thursday, January 20, 2011 –5:30 p.m.
Weatherford City Hall – Council Chambers
303 Palo Pinto Street

Chris Otte
Ben Whiteman
VACANT
Norman Hythecker
Mary Weaver

Chair
Member
Member
Member
Member

Terry Hughes
Lena Snow

Director of Transportation and Public Works
Transportation and Public Works Coordinator

In accordance with Section 551.042 of the Texas Government Code, this agenda has been posted at the Weatherford City Hall, distributed to the appropriate news media, and posted on the City website: www.weatherfordtx.gov within the required time frame. All meetings of the Weatherford Transportation Advisory Board are open to the public and public participation and written comments are invited on all open session business items.

The Weatherford Transportation Advisory Board request that all cell phones and pagers be turned off or set to vibrate. Members of the audience are requested to step outside the Council Chambers to respond to a page or to conduct a phone conversation.

The Weatherford City Hall is wheelchair accessible and special parking is available on the south side of the building. If special accommodations are required please contact the city secretary a minimum of 24 hours in advance by contacting the City Secretary's Office at 817-598-4202.

UNLESS OTHERWISE INDICATED, ACTION MAY BE TAKEN ON ANY OF THE FOLLOWING AGENDA ITEMS:

CALL TO ORDER

1. Approve minutes of November 18, 2010 meeting.
2. Nominate and select Vice Chair.
3. Discuss and consider request for traffic calming for Woodland Hills subdivision.
4. Discuss and consider signal warrant study for Martin and College Park and for Foster and East Park intersections.
5. Discuss and consider traffic flow for Westover Village subdivision.
6. Staff Reports.

CITIZEN COMMENTS ON NON-AGENDA ITEMS

Residents may address the Board regarding an item that is not listed on the agenda. Residents must provide their name and address. The Board requests that comments be limited to three (3) minutes. The Texas Open Meetings Act provides the following:

- (a) If, at a meeting of a governmental body, a member of the public or of the governmental body inquires about a subject for which notice has not been given as required by this subchapter, the notice provisions of this subchapter do not apply to:*

(1) A statement of specific factual information given in response to the inquiry; or

(2) A recitation of existing policy in response to the inquiry.

Any deliberation of or decision about the subject of the inquiry shall be limited to a proposal to place the subject on the agenda for a subsequent meeting.

FUTURE AGENDA ITEMS

Board members and staff may list any items that may have been tabled previously or a new item to be placed on a future agenda.

1. Request for 4 way stop at West Spring Street and Merrimac Street.
2. Request for stop at East Oak Street and South Line Street.

ADJOURNMENT

CERTIFICATION

I certify that this Notice of Meeting was posted on _____, 2011 at _____ a.m./p.m. as required by law in accordance with Section 551.042 of the Texas Government Code and that the appropriate news media was contacted. .

Laura Simonds, City Secretary

Date Notice Removed

TRANSPORTATION ADVISORY BOARD NOVEMBER 18, 2010 MEETING MINUTES

The City of Weatherford Transportation Advisory Board met Thursday, November 18, 2010 for a special meeting in the City Hall Meeting Room, 303 Palo Pinto Street, Weatherford, Texas.

Mr. Ben Whiteman brought the meeting of the Transportation Advisory Board to order at 5:31 p.m. Mr. Whiteman acted as chair due to the previous chair's term ending August 31, 2010 and the resignation of the vice chair prior to this meeting.

Board members present were: Ben Whiteman, Mary Weaver and Chris Otte. Vice Chair Steve Roberson resigned from the Board on November 16, 2010. Staff present was Director of Transportation and Public Works Terry Hughes and Transportation and Public Works Coordinator Lena Snow.

New board member Norman Hythecker was sworn in by notary Lena Snow. His first term will expire August 31, 2012.

The minutes of the July 15, 2010 meeting were approved on the motion of Chris Otte and the second of Mary Weaver. The motion carried with a vote of four to zero.

The next item on the agenda was to discuss and consider stops for the intersection of Lakeway Drive, West Lake Drive and Marina View Court. Mr. Terry Hughes presented the data collected to the Board. Average daily traffic (ADT) counts revealed 168 vehicles for Lakeway Drive and 782 for West Lake Drive. There is a blind curve coming into the intersection. Staff recommended an eastbound stop for Lakeway Drive at West Lake Drive. There is an existing stop on Marina View Court at the intersection with West Lake Drive. Weatherford Police reports indicated there have been no accidents at this intersection within the last 3 years. Lakeway Drive is fairly new and more development is expected and will increase travel on this street. Mary Weaver moved that the Board recommend, to Council, a stop for eastbound Lakeway Drive at the intersection with West Lake Drive. Chris Otte seconded the motion. The Board voted 4 to 0 and the motion carried.

The next item on the agenda was to discuss and consider a stop for the intersection of Trevor Street and Jodie Street. Mrs. Kendig made this request and is a resident in the area. She said teenagers and other reckless drivers blow through this intersection on a daily basis. Weatherford Police records showed no accidents reported in the last 3 years. ADT counts on Trevor Street were 138 vehicles. ADT counts, west of Trevor Street, on Jodie Street were 351 and 721 east of Trevor Street. These volumes are likely to increase because the developer has submitted plans to extend the subdivision. Sid Johnson addressed the Board to ask the cost of a stop sign installation. Ben Whiteman suggested Mr. Johnson submit a board application as there is a current opening. Staff recommended that perhaps a study be conducted of the entire subdivision and the results brought back to the Board. This study would include recommendations on an eastbound stop for BB Fielder at Bethel Road. Staff has seen no visibility issues. Ben Whiteman would like to see a future development plan with proposed stops and brought back for review. Mary Weaver moved for further study as suggested by staff for the entire subdivision and was seconded by Chris Otte. The motion carried 4 to 0.

The next item on the agenda was to discuss and consider stops for the intersection of West BB Fielder Road and Tin Top Road. Mr. Terry Hughes addressed the Board about the new West BB Fielder Road being constructed from Bethel Road east to Tin Top Road to SH 171/51. This new connection is very close to being complete. There is the possibility of opening the section of West BB Fielder Road between Tin Top Road and SH 171 before the actual ribbon cutting. The intersections of West BB Fielder Road and Fuller Road and West BB Fielder Road and Bethel Road were included in this discussion for stop recommendations. Ben Whiteman moved to follow the design engineer's recommendation of a 4 way stop for the intersection of BB Fielder and Tin Top Road, for a southbound stop on Fuller Road at BB Fielder Road and for a westbound stop on BB Fielder Road at the intersection with Bethel Road. Norman Hythecker seconded. The motion carried with a vote of 4 to 0.

The next item was to nominate and select a Chair for the Board. Mary Weaver nominated Chris Otte as Chair. Chris Otte nominated Ben Whiteman as Chair. Chris Otte received 3 votes and Ben Whiteman received 1. Chris Otte was selected Chair. Vice Chair will be selected at the next meeting.

Staff reports were presented by Terry Hughes. A section of the westbound frontage road near Texas Drive and SH 171 should have the ramp open soon and should hopefully queue more traffic through signals.

Staff is hoping to open West BB Fielder Road between Tin Top Road and SH 171 and a section of Washington east of the Timber creek Subdivision around Thanksgiving.

A public hearing for the final environmental process was held November 16, 2010 for the SH 171 project between Bethel Road and IH-20. If plans continue with the raised median design for SH 171 then the project may be ready to start construction within 60 days. If any design changes are made because of the input received, then will be delayed indefinitely.

Residents in the Woodland Hills subdivision requested traffic calming for their neighborhood. A poll was recently conducted for proposed speed humps in the area. This information will be brought to the Board at the next meeting as the needed 2/3 approval was not met.

Sid Johnson asked about the intersections of College Park and East Park Avenue and Martin Drive and College Park Drive. He suggested signals were needed at these intersections. Mr. Terry Hughes said that warrant studies could be outsourced for this. There is no money to construct them but the study could be done.

A ribbon cutting will be scheduled soon for the new BB Fielder West Road when it is completed. TAB members and the Fielder family will be invited to attend.

There were no citizen comments.

Future agenda items will include further the review of stop request for eastbound BB Fielder Road at Bethel Road at the request of Norman Hythecker. A vice chair will need to be selected at the next meeting.

The next regular meeting is scheduled for January 20, 2011.

On the motion of Ben Whiteman and the second of Norman Hythecker, Chris Otte formally adjourned the meeting at 6:25 PM.

Chris Otte, Chair
Transportation Advisory Board

ATTEST:

Lena Snow, Transportation and Public Works Coordinator
City of Weatherford

October 13, 2010

Dear Woodland Hills Resident,

The Transportation and Public Works Department of the City of Weatherford was contacted by, and is working with a number of Woodland Hills residents to develop a traffic calming system along Woodland Hills Lane. The plan developed by city staff and this group would place speed humps at the four locations indicated on the approve/disapprove map. Weatherford's Neighborhood Traffic Calming Program requires that a proposed plan be approved by at least 2/3 of the responding residents in an affected neighborhood.

We have identified a total 127 residents in the Woodland Hills neighborhood that will be polled as part of the local approval process. A stamped, self-addressed envelope is provided to expedite the return the approve/disapprove map. Responses received after October 22, 2007 will not be included in the polling process.

If you have any questions concerning the plan please feel free to contact me at 817-598-4244

Sincerely,

Terry Hughes
Director of Transportation and Public Works
City of Weatherford

Attachments:
Approve/disapprove map
Self Addressed Envelope





January 4, 2011

Dear Woodland Hills Resident,

Recently the Woodland Hills neighborhood was polled regarding a proposed traffic calming plan to place speed humps along Woodland Hills Lane. Weatherford's Neighborhood Traffic Calming Program requires that 2/3 of those responding must concur with the plan for implementation.

Results of the poll are as follows:

71 ballots returned

43 approve (47 approved votes were required for plan implementation)

27 disapprove

1 approval for the placement of speed humps at three locations

The plan will be forwarded to the Transportation Advisory Board for further discussion and/or additional action. Should you wish to attend, the meeting is scheduled for 5:30 P.M. on January 20, 2011 in the City Council Chambers at City Hall.

If you have any questions concerning the plan or the meeting, please feel free to contact me at 817-598-4244.

Sincerely,

Terry Hughes
Director of Transportation and Public Works
City of Weatherford

December 1, 2010

TO: City of Weatherford Transportation Advisory Board

FROM: Richard M. Holbrook
2304 Woods Edge Court
Weatherford, Texas 76087
817-596-4543

SUBJECT: APPROVAL PREMISE TO INSTALL SPEED HUMPS ON WOODLAND HILLS LANE

INTRODUCTION AND PURPOSE

The intent of this correspondence is to highlight the flaw in the survey "premise" used to query 100 properties located in Phase one and two of the Woodland Hills community in the City of Weatherford. This survey method was ostensibly formulated to provide an equitable approval process for adopting a traffic calming solution for a portion of Woodland Hills Lane. However, up to this point it has proven ineffective and inconsequential in actually adopting any consistent and effective traffic-calming measure.

In the present case it is in regard to the requested speed "humps" to slow dangerously excessive speed and calm passenger car and truck noise on the straight-of-way of Woodland Hills Lane between Clear Lake Road and approximately four-tenths of a mile eastward to the top of the hill just before the intersection of Country Brook Drive.

I have been informed that the Board adopted the survey premise as a "fair" way to allow residents to vote for or against the proposal to install speed humps.

RESULTS

While the following data is subject to final count and correction, out of the 100 approval letters Mr. Hughes, the Director of Transportation and Public Works, sent out to residents, 71 were returned. Of those, 2 were invalid as each apparently voted both ways. That left 69 valid votes. Of those, 41 approved and 28 disapproved. Approval required 46 yes votes to meet the two-thirds "rule" currently required for passage – five votes short of approval under the current approval premise.

THE PREMISE

I have apprised Mr. Hughes that I believe that the survey "premise" of two-thirds of returned votes needed for approval out of all 100 addresses in Woodland Hills, but only from the number actually returning their votes, in this case, 69, is neither appropriate nor a valid, equitable approach to mitigate the problem. That stretch of road, a four-tenths of a mile straight-of-way, encourages excessive speeds both ways in front of specific homes, through three connecting T-intersections and past over twelve private driveways.

The premise that all 100 addresses in the Woodland Hills community should be given the opportunity to vote on whether or not speed humps should be placed on only one affected portion of Woodland Hills Lane, appears inappropriate and flawed to begin with. In addition, speed humps are only a partial solution to effectively and consistently solve the traffic problem on Woodland Hills Lane. Other traffic control means are also appropriate. While physical enforcement by law enforcement and radar "speed-informing" equipment are effective when actually deployed, absence makes the speed and noise grow fonder.

THE PROBLEM

The problem with speed and vehicle noise on Woodland Hills Lane predominately affects only those addresses on the straight-of-way from the top of the hill west toward and ending at Clear

Lake Road. Even if only two-thirds or even if only half or fewer of those living on that stretch of road want and need those humps to slow speeders and reduce loud exhaust and engine noise, and the traffic survey supports it, then that's the real question and core problem. The question is not about whether those traveling through that specific area want to slow down or not, or might be inconvenienced or dislike traffic controls.

Even those living in the overall Woodland Hills community that are remote from the problem, although must also enter Woodland Hills Lane from driveways and other streets at its most eastern end or from the three mentioned and affected T-intersections, and may even be a part of the problem, shouldn't have much of a say about this particular stretch of roadway, nor about its cure and correction. The Woodland Hills community was designed as, and for years had, a calm, country character with narrow streets having residential driveways exiting directly onto narrow, ditched roadways that run to the main collector road, Woodland Hills Lane, that then had a much sparser and safer traffic flow. That intent and now past character and its inherent safety can only be regained and maintained by encouraging a like traffic flow through appropriate and available "traffic calming" measures.

Isn't that what "traffic calming" is all about? Doesn't it include a negatively affected portion of a roadway where a simple solution is identified to mitigate an actually documented unsafe traffic problem? Isn't it intended to maintain the planned community character? If not, it certainly should be.

CONTRIBUTING FACTORS

It's very likely that this current problem could have been partially avoided. Had not an error been made violating the City's related community rules in its Comprehensive Master Plan, it would not now inappropriately allow more traffic to exit onto Woodland Hills Lane from a higher density and differently designed and clustered community.

Just east of the referenced "top of the hill," Country Brook Drive now intersects Woodland Hills Lane and directly contributes to this overall speed and traffic safety problem affecting that one isolated stretch of Woodland Hills Lane. Had the second egress and ingress street been completed as originally designed and required for the other community, Country Brook Drive would not have been connected to Woodland Hills Lane which has compounded the current traffic problem as well as the overall Woodland Hills city-planned and long-time community character.

RECOMMENDED SOLUTION

It is requested and recommended that the Transportation Advisory Board consider revising or discarding entirely the approval "premise" in this case and approve the placement of "speed humps" on Woodland Hills Lane as outlined in the original speed hump plan, and forward an approval recommendation to the City Council as partial solution.

Thank you.

Sincerely,

Richard M. Holbrook

Richard M. Holbrook

cc: Mr. Terry Hughes, Director of Transportation and Public Works
Weatherford City Council

